

# The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No 4535.

日九月三十三年

WEDNESDAY, MAY 4, 1904.

三月三

四月五日

英港四月五日 \$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1850.  
CAPITAL SUBSCRIBED ..... Yes 24,000,000  
CAPITAL PAID-UP ..... 18,000,000  
CAPITAL UNCALLED ..... 6,000,000  
RESERVE FUND ..... 9,310,000

Head Office—YOKOHAMA.

Branches and Agencies:  
TOKIO. KOBE.  
NAGASAKI. LONDON.  
LYONS. NEW YORK.  
SAN FRANCISCO. HONOLULU.  
BOMBAY. SHANGHAI.  
TIENTSIN. NEWCHWANG.  
PEKING.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LTD.  
PARIS' BANK, LTD.  
THE UNION OF LONDON AND  
SMITHS BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent  
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" " 4 "

" TARO" HODSUMI,

Manager.

Hongkong, 11th March, 1904. [21]

HONGKONG AND SHANGHAI  
BANKING CORPORATION.  
PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND—  
Sterling Reserve ..... \$10,000,000  
Silver Reserve ..... \$6,500,000  
RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:  
A. J. RAYMOND, Esq., Chairman.  
H. E. TOMKINS, Esq., Deputy Chairman.  
Hon. C. W. Dickson. N. A. Siebs, Esq.  
E. Goetz, Esq. H. W. Slade, Esq.  
A. Haupt, Esq. C. A. Tonnes, Esq.  
H. Schubart, Esq. E. S. Wheeler, Esq.  
E. Shellim, Esq.

CHIEF MANAGER :  
Hongkong—J. R. M. SMITH.

MANAGER :  
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent  
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per cent. per Annum.

For 6 months, 3½ per cent. per Annum.

For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 20th February, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed 2½ per  
cent. per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 1st May, 1902. [23]

THE NATIONAL BANK OF CHINA,  
LIMITED.

Authorised Capital ..... £1,000,000

Paid up Capital ..... £324,374

HEAD OFFICE—HONGKONG.

Board of Directors:—

Chan Kit Shan, Esq. J. Focke, Esq.

Cressey Ewens, Esq. G. C. Moxon, Esq.

Chief Manager,

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5%

Hongkong, 4th February, 1904. [24]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL ..... Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

Berlin BRANCHES: Calcutta Hankow

Tientsin Tsintau (Kiautschou)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION OF LONDON AND SMITHS BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

H. FIGGE,

Manager.

Hongkong, 12th April, 1904. [25]

TRADE

MARK.



TELEPHONE No. 135.

ASK FOR

CLUB WHISKY

AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO., LIMITED.

EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.

Sole Agents,

H. PRICE & CO.,  
12, QUEEN'S ROAD CENTRAL.

Hongkong, 15th April, 1904. [26]

## INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS  
Gold \$7,992,173.37—about £1,640,000.

CAPITAL AND SURPLUS AUTHORISED  
Gold \$10,000,000—£2,055,000.

HEAD OFFICE:  
1, WALL STREET, NEW YORK.

LONDON OFFICE:  
THREADNEEDLE HOUSE, E.C.

BRANCHES AT  
SAN FRANCISCO, WASHINGTON,  
MEXICO, MANILA, SHANGHAI, SINGA-  
PORE, YOKOHAMA, BOMBAY,  
CALCUTTA

AND AGENTS ALL OVER THE WORLD  
LONDON AND CONTINENTAL  
BANKERS:

NATIONAL PROVINCIAL BANK OF  
ENGLAND, LIMITED,  
UNION OF LONDON AND SMITHS BANK, LTD.  
CREDIT LYONNAIS, DRESDENER BANK,  
COMPTOIR NATIONAL D'ESCOMPTÉ  
DE PARIS, &c.

THE Corporation transacts every Description  
of Banking and Exchange business,  
receives Money in Current Account and issues  
Fixed Deposit Receipts either in Gold or  
Silver at Rates which may be ascertained on  
Application.

HONGKONG BRANCH:  
20, DES VŒUX ROAD CENTRAL.

CHARLES R. SCOTT,  
Manager.

Hongkong, 14th December, 1903. [19]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE  
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.

SUBSCRIBED CAPITAL ..... 5,000,000

PAID-UP CAPITAL ..... 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:

CANTON. PENANG.

CHEFOO. SINGAPORE.

HANKOW. TIENTSIN.

PEKING.

The Bank purchases and receives for collection  
Bills of Exchange drawn on the above  
Places, and Sells Drafts and Telegraphic Trans-  
fers Payable at its Branches and Agencies.

HONGKONG BRANCH:

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3½ per Annum Fixed Deposits for 3 months.

4% " " 6 "

5% " " 12 "

E. W. RUTTER,  
Manager.

Hongkong, 12th August, 1903. [18]

THE CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP ..... £800,000

RESERVE LIABILITY OF SHAREHOLDERS ..... £800,000

RESERVE FUND ..... £275,000

INTEREST ALLOWED ON CURRENT  
ACCOUNT AT THE RATE OF 2 per cent. per  
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" " 6 " 3½ "

" " 3 " 2½ "

T. P. COCHRANE,  
Manager.

Hongkong, 24th December, 1903. [24]

## Hotel.

### KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D' Hôte at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 23rd October, 1902. [31]

TELEPHONE No. 135.

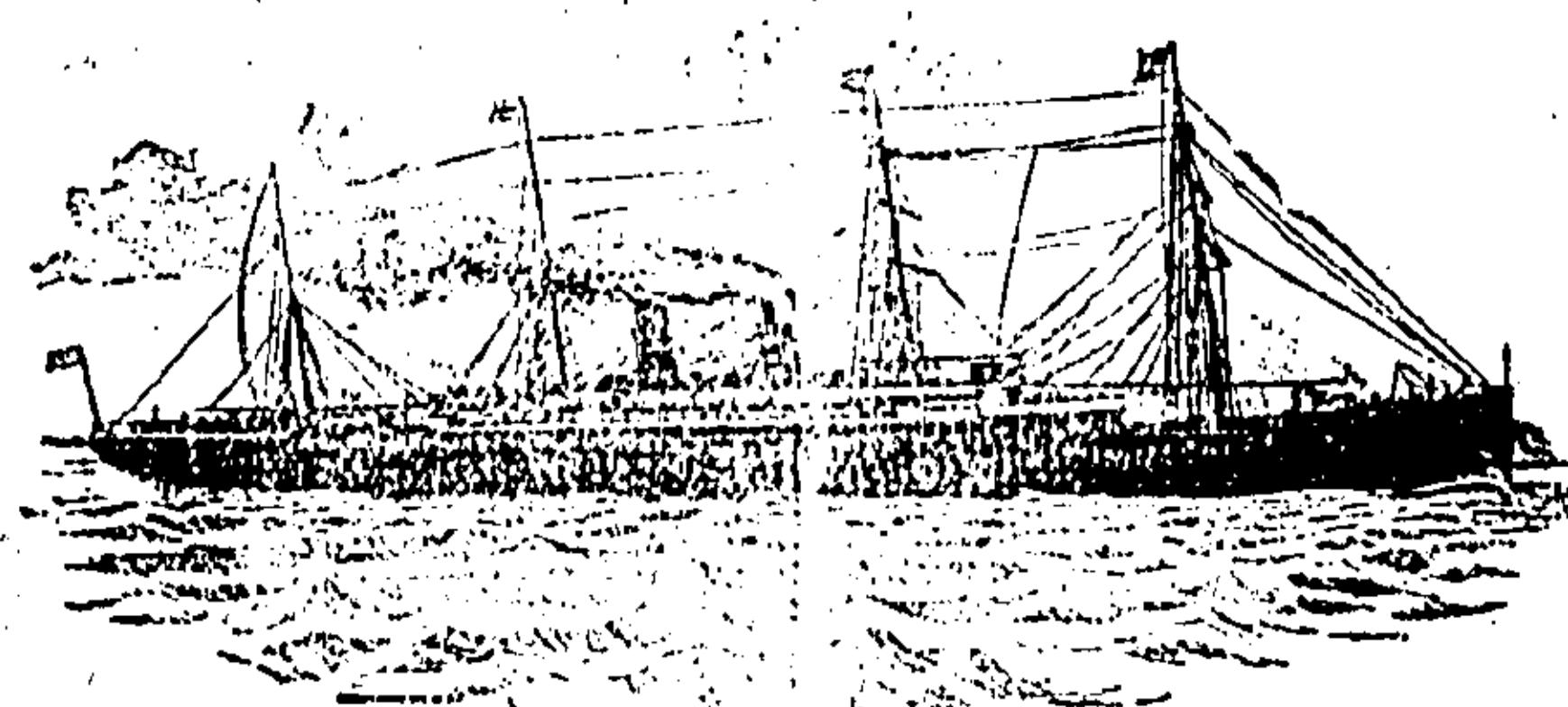
TRADE

MARK.

TELEPHONE No. 135.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	4,352 Gross Tons	THURSDAY, 12th May, at Noon.
"KOREA"	11,276	WEDNESDAY, 25th May, at Daylight.
"GAELIC"	4,205	SATURDAY, 4th June, at Noon.
"MONGOLIA"	—	THURSDAY, 16th June, at Noon.
"CHINA"	5,660	TUESDAY, 28th June, at Noon.
"DORIS"	4,784	SATURDAY, 9th July, at Noon.
"SIBERIA"	11,284	THURSDAY, 21st July, at Noon.

The P. M. S. S. Co.'s steamer "ALGOA" will leave for San Francisco, via Moji, Kobe and Yokohama on SATURDAY, the 7th inst., at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. &amp; O. Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 12th May, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for trans-shipment to Yokohama and other Japan Ports, to San Francisco, to Atlantic and inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

## FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.

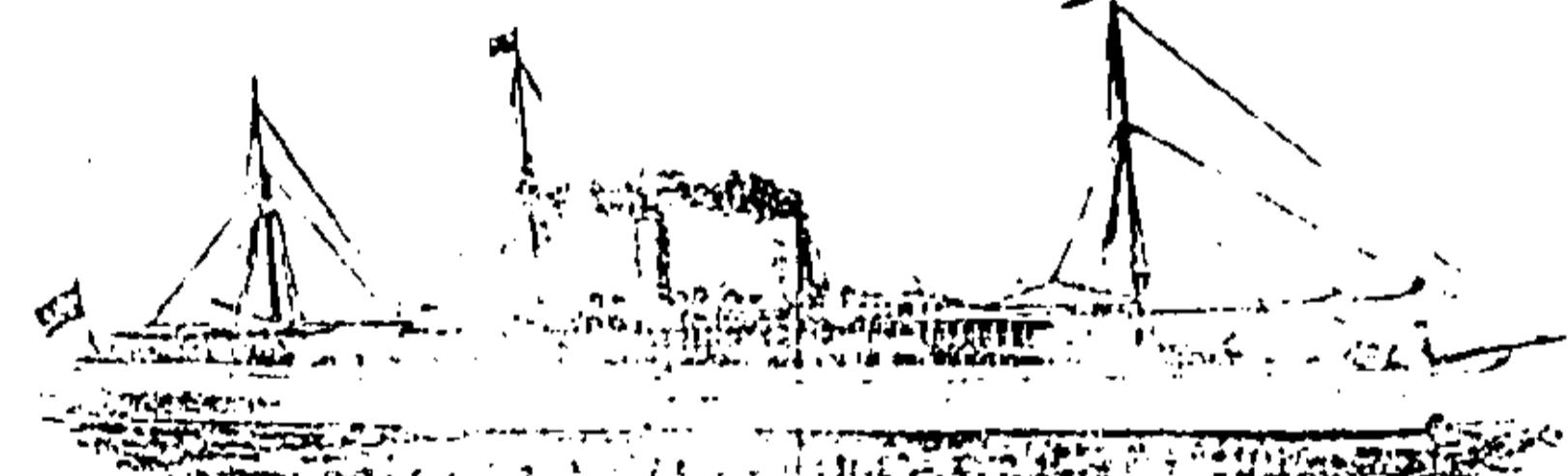
Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailing positively on schedule date.

For further information to Passage and Freight apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 3rd May, 1904.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; VICTORIA, B.C.)

SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPEROR" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 10 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION)

R.M.S. "EMPEROR OF JAPAN" ... 6,000 Tons ..... WEDNESDAY, 11th May.

" " "TARTAR" ... 4,425 ..... SATURDAY, 21st May.

" " "EMPEROR OF CHINA" ... 6,000 ..... WEDNESDAY, 1st June.

" " "EMPEROR OF INDIA" ... 6,000 ..... WEDNESDAY, 22nd June.

" " "EMPEROR OF JAPAN" ... 6,000 ..... WEDNESDAY, 13th July.

Hongkong to London, 1st Class, via St. Lawrence £60. via New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. £42.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,  
9, Pedder's Street.

Hongkong, 27th April, 1904.

HAMBURG-AMERIKA LINIE.

OSTASIASTISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTINE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG  
SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

ARTEMISIA ..... HAVRE and HAMBURG. { 12th May. } Freight.

Gronnemeyer ..... (Calling at SINGAPORE and COLOMBO). { Freight.

MARBURG ..... HAVRE, BREMEN and HAMBURG. { 17th May. } Freight.

Strom ..... (Calling at SINGAPORE and PENANG). { Freight.

STRASSBURG ..... HAVRE and HAMBURG. { 31st May. } Freight and Passengers.

Madsen ..... (Calling at SINGAPORE and COLOMBO). { Freight.

SEGOVIA ..... HAVRE and HAMBURG. { 14th June. } Freight.

Förck ..... (Calling at SINGAPORE and PENANG). { Freight.

NURNBERG ..... HAVRE and HAMBURG. { 28th June. } Freight.

Jaburg ..... (Calling at SINGAPORE and COLOMBO). { Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Building.

Hongkong, 27th April, 1904.

THE AMERICAN SYSTEM  
OF  
DENTISTRY.DR. M. H. CHAUN,  
27, DES VOEUX ROAD CENTRAL, HONGKONG,  
From the University of Pennsylvania, U.S.A.  
Hongkong, 2nd January, 1904.

TSU FAN

DENTIST.

PRICE MODERATE—CONSULTATION FREE.  
Next to the Hongkong Dispensary,  
50, Queen's Road, Central.  
Hongkong, 3rd January, 1904.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM," ..... 2,363 tons, ..... Captain R. D. Thomas.  
" " "POWAN," ..... 2,338 ..... " G. F. Morrison, R.N.R.  
" " "FATSHAN," ..... 2,260 ..... " W. A. Valentine.  
" " "HANKOW," ..... 3,073 ..... " B. Branch.  
" " "KINSHAN," ..... 2,860 ..... " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," ..... 1,908 tons, ..... Captain H. D. Jones.

Departures from Hongkong to Macao on week days at about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at 12.30 P.M.

Departures from Macao to Hongkong daily at 7.30 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," ..... 219 tons, ..... Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

## JOINT SERVICE OF THE H.K.C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," ..... 588 tons, ..... Captain J. Wilcox.

"NANNING," ..... 569 ..... C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD &amp; SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 25th April, 1904. [13]

JAVA-CHINA-JAPAN LINE

HEAD AGENT: R. BISSCHOP,

3, DUDDELL STREET,

HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer. From Expected on or about Will leave for On or about

TJIPANAS ... JAPAN First half of STORE &amp; JAVA PORTS First half of May.

TJILATJAP ... JAPAN First half of STORE &amp; JAVA PORTS First half of June.

TJIMAH ... JAVA and MACASSAR Second half of May JAPAN Second half of May.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS,

THE HOLLAND-CHINA TRADING CO.

Telephone No. 201, Hongkong, 29th April, 1904. [14]

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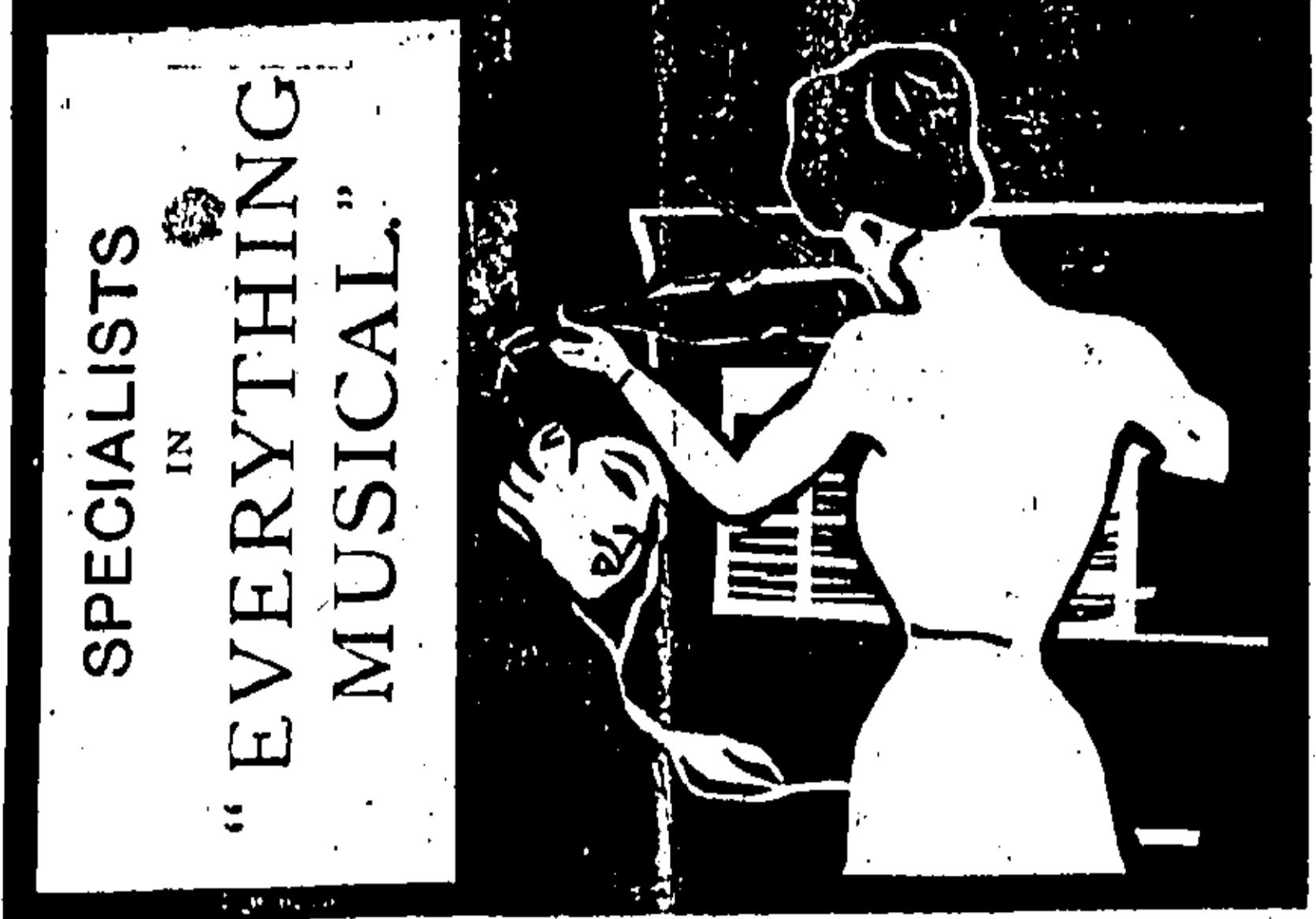
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## Intimations.

The ROBINSON PIANO Co., Ltd.



Hongkong, Shanghai, and Singapore.

Hongkong, 29th March, 1904.

## Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN &amp; Co.

Hongkong, 28th May, 1904.

## 1 WOMAN WHO WORKS.

There is a story of a Monumental Artist who, being bidden to carve on a tombstone the well-known text,

"A GOOD WOMAN IS A CROWN TO HER HUSBAND,"

found himself short of space, and put instead "is \$5. to her husband"! The life history of a clever woman and a good wife, who has certainly been worth many a crown to her husband, comes from a Welsh mining town. Mrs. Mary Hands, well known at Merthyr Vale, keeps Greengrocery and General Shop for herself, and keeps it remarkably well while her

## TRIALS OF RUSSIA.

MORE VIEWS ON ENGLAND'S ATTITUDE.  
BY ARNOLD WHITE.

Who is there over eight years of age who does not remember the Black Week of December 1899? The picked generals of Britain were defeated by a mounted peasantry, whose chief could barely write his own name, and whose ablest commander was a potato dealer. The flower of the British Army was thrice cut up, and defeated in a single week.

The Russian people to-day are undergoing the trials and the sufferings we had to bear four years ago. Had Ladysmith fallen, Sir George White and his army been captured, and Sir Redvers Buller driven into the sea, would any Englishman worthy of the name, whatever his politics or his creed, have tamely given in? No, none.

But a great portion of the English Press are treating Russia as a squeezed orange, are divining the bearskin before Bruin is dead, and otherwise exhibiting indifference of the wider issues involved in the victory of Japan, and in the defeat of Russia. Many of the chief journals in England, for example, are continually engaged in predicting division and revolution among the Russian people, as the necessary consequence of defeat in the field.

## RUSSIA'S RESERVE POWER.

All the information that I receive from Russia is to the contrary effect. Let it be granted that Russia loses her navy, Port Arthur 180,000 men, and the whole of the stores, ammunition, treasure and weapons accumulated in the Liao Tong Peninsula. What then? The answer is that Russia will not budge an inch; her spirit will rise as the spirit of Englandmen rose at Lucknow in 1857, and on board the *Revenant* in 1891 at Flores, in the Azores, when facing fifty-seven great Spanish ships. The Russians then will be more formidable to the British Empire than they are now, and it lies with the English Press to make regenerated Russia our enemy or our friend.

The effect of foreign disaster on a brave people is to unite, not to divide them. In addition to the suffering inflicted by the Japanese, the pride of Russians is wounded in its tenderest point. A month ago the Japanese were "yellow dwarfs" to the rulers of Russia. Defeat at the hands of a great white Power would be terrible, but chastisement from Asia is as intolerable to the Russians as to the English.

A friend who occupies a high position among the rulers of Russia writes to me. He is speaking of the patriotic feeling which for the time being pervades all Russia:

"We ourselves—the men at the rudder of the State—are speechless from astonishment, seeing how greatly is justified our hope, and our belief in the Russian people. It is real 'offenbarung,' as say the Germans! That is only at the beginning of our scuffle with Japan. What will it be if our success were uncertain? We see with bewilderment how we have grown."

## AN OFFICIAL VIEW.

He sends me, moreover, a memorandum in which he described the character of the patriotism, which has been evoked since the outbreak of war. The students of Kieff and Odessa, turbulent and liberal in politics, have rallied to the Government. The students of Odessa bore the Emperor's portrait in procession. At Rostoff on the Don, and at Warsaw students demonstrated in the streets, accompanied by an immense crowd. At Wilna and Nicolaieff the loyalty and patriotism of the peasants and industrial classes have been strikingly illustrated. One per cent of the earnings of those employed at the Alapayefsk works are voluntarily given to those reserved to the colours, non-workers paying three roubles each. The Novgorod peasants bidding farewell to a detachment of infantry took off their warm felt boots and threw them into the railway carriages. The great towns of Petersburg Moscow, Kieff, and Natchichavan have voted large sums. The Jewish community at Yekibsk organised a subscription for the Red Cross society, although poor men lodged 2,000 roubles in the hands of the Governor as a first offering. The Finns are no less backward than the Russians. The Governor-General is receiving numerous applications from volunteers. Helsingfors alone has given 120 volunteers. Mechanics in local shipyards have applied to be sent to the docks at Port Arthur. A student now in confinement circulating seditious literature, petitioned the Tsar to forgive him that he might serve in the ranks of the army. His petition was granted. The medical men of Russia propose to give three roubles per head per month cash for medical comforts.

I publish these statements without any means of verifying their accuracy, but I have no hesitation in saying that I believe them, because the character of the gentleman who sends them to me, is a sufficient guarantee for their truth, and because they are in accordance with the character of the Russian people.

## LEGITIMATE AMBITIONS OF RUSSIA.

The point established by these facts is that so far from the Russian people collapsing into a disorganized and revolutionary crowd, the process of regeneration and reform has already begun, and that those statesmen and publicists who are reckoning upon the obliteration of Russian influence from world politics, are making a mistake of a ghostly and irrevocable kind. The Japanese love the English neither more nor less than they love the Russians. East is East, and West is West, even when the banner blazoned with the sixteen petals of the royal chrysanthemum flies over the ruins of Port Arthur. Victorious Japan, having tasted blood, is no more likely to be content with victories over the Chinese and the Russians, than the Germans were content with defeating the Danes and the Austrians.

Surely the part of English statesmanship is to recognise the claims which Russia has

## Intimations.

## BUSINESS TRAINING COLLEGE.

"ELEMENTARY" SHORTHAND to 120 words a minute; completion by corresponding speed; \$50, or by instalments of \$5, a lesson.

"ADVANCED" LESSONS to completion of verbatim speed, \$100, or by instalments of \$10 each lesson.

FOREIGN LANGUAGES TAUGHT.

TRANSLATIONS MADE.

TYPEWRITING TAUGHT on all makes of machines.

MANIFOLDING, DUPLICATING, and SINGLE TYPEWRITTEN COPIES for the public.

MACHINES (all good makes) for sale. \$25.

EVENING CLASSES in SHORTHAND, Typing, English, etc. Hours, 5 to 9 o'clock.

\$2 per lesson.

PUPILS attended at their own homes, or lessons by post.

CIRCULARS post free.

WILLIAM PEEL, Principal.

Hongkong (near G. P. O.)

Canton, 144 Shamneen.

Hongkong, 3rd May, 1904. [584]

## WANTED.

A N ENGLISH-SPEAKING CHINESE MASTER for SAI-VING-FUN SCHOOL. Salary \$30 per month.

Apply to—

## INSPECTOR OF SCHOOLS.

Hongkong, 25th April, 1904. [555]

## WANTED.

T H R E E C O M P O S I T O R S. Apply to—

"HONGKONG TELEGRAPH" CO.

Hongkong, 19th April, 1904.

## THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, used in the Continental Hospitals by Ricard, Restan, Joubert, Valpont, etc., consists of all the deodorants, being in a medicine of the kind, and surpasses everything hitherto employed.

**THERAPION NO. 1** in a rapidly absorbing, often explosive, removes all discharge from the urinary organs, effectively preventing infections, thus of which does irreparable harm by laying the foundation of stricture and other serious diseases. In diabetes, piles, leprosy, scrofula, etc., it is a most powerful, though brief, remedy. It has been used in some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief when other well-tried remedies have been powerless.

**THERAPION NO. 2** in a rapidly absorbing, often explosive, removes all discharge from the urinary organs, effectively preventing infections, thus of which does irreparable harm by laying the foundation of stricture and other serious diseases. In diabetes, piles, leprosy, scrofula, etc., it is a most powerful, though brief, remedy. It has been used in some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief when other well-tried remedies have been powerless.

**THERAPION NO. 3** for nervous exhaustion, impaired vitality, sleeplessness, and all the distressing consequences of early error, excess, residence in hot, unhealthy climates, &c. It possesses great power in restoring strength and toning up the system.

**THERAPION** is sold by the principal Chemists and Merchants throughout the world. Price in England 7s. 6d. a box, containing 100 tablets. It is also sold and advertised above Trade Mark, which is a facsimile of word "THERAPION" as it appears on the British Government Stamp (in white letters on a red ground) attached to every package, by the Royal Patent Medicine Company, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [6]

## Intimation.

## THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS, *Telegraph*, Hongkong

THE leading English Newspaper in China  
Also widely circulated in Japan, Cochin  
China, Ceylon, India and the Far East  
generally.

A daily newspaper with weekly edition  
published for despatch by the homeward mail  
The daily is recommended as more generally  
suitable, except for subscribers in Europe or  
America.

A special feature is made of full and accurate  
reports of local occurrences, and of matters  
of general interest.

## ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best  
medium for advertising in China. It circulates  
largely among all classes of the community,  
is the largest daily newspaper and has a  
wider circulation than any journal in the Far  
East.

Special attention given to effectively displaying  
advertisements.

The type used as a standard for setting  
advertisements is similar to this, unless we are  
instructed to display the advertisement, when  
any effective style of type will be adopted.  
This standard runs exactly eight lines to the  
inch, and about eight words to the line.

## ADVERTISEMENT RATES.

(per inch)

One week.....	\$2.85
One month.....	7.20
Two months.....	13.00
Three .....	20.00
Six .....	37.50
Twelve .....	75.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts.....	5 per cent.
6 .....	10 .....
12 .....	25 .....

## DRUGS, CHEMICALS, PERFUMES,

MERY, PATENT MEDICINES, ETC.

## AND

## DISPENSING CHEMISTS.

ADDRESS:

FLETCHER &amp; Co.,

THE PHARMACY  
房樂 14, QUEEN'S ROAD CENTRAL, 法中  
Hongkong.

A. STEVENSON,

Chemist.

Hongkong, 25th April, 1904. [384]

## DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages  
\$1 each insertion in the Daily and Weekly

## CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements  
can be ascertained from the Manager.

Advertisements for the Daily should reach  
the *Hongkong Telegraph* Office not later than  
noon of the day they are intended to appear.

Unless otherwise specified all advertisements  
will be repeated and charged for until countermanded.

## JOBBING DEPARTMENT.

Job Printing of all descriptions undertaken.

## PROGRAMMES,

## PAMPHLETS,

## CARDS,

## CIRCULARS,

## EXPRESSES,

All job printing is done under European  
supervision, well turned out, free from errors,  
and remarkably cheap.

## THE HONGKONG TELEGRAPH

## OFFICE.

Estimates given for all classes of work on  
application to

## THE MANAGER,

HONGKONG TELEGRAPH CO., LTD.

1, ICE HOUSE ROAD,

Hongkong.



## NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and that they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,  
*Hongkong Telegraph* Co., Ltd.  
Hongkong, 30th September, 1903.



## Intimations.

WATSON'S  
TOILET PREPARATIONS

## WATSON'S GLYCERINE AND CAR-

BOLIC SOAPS effect a saving of 50%, owing to the large size of the tablets. They are made of the purest ingredients and are elegantly put up. Our Carbolic Dog Soap is the best thing of its kind in the market.

## WATSON'S TAI YEUK FONG HAIR

WASH prepared from a recipe of the late Dr. Ayres, continues to give much satisfaction to those who use it.

## WATSON'S ORIENTAL DENTI-

FRICE. In the early days of the Colony the public used no other. Liquid dentifrices do not keep the teeth white and clean. We recommend the above preparation to all, and especially to those who are heavy smokers.

A. S. WATSON & CO.,  
LIMITED.

## THE HONGKONG DISPENSARY.

## MANUFACTURING CHEMISTS.

ESTABLISHED 1841.

Hongkong, 26th March, 1904.

TELEPHONE NO. 56  
CABLE ADDRESS: "ACHEE," HONGKONG  
A. B. C. CODE, 4th EDITION.

ESTABLISHED 1859.

A CHEE & CO.,  
祥利廣  
17, QUEEN'S ROAD.FURNITURE  
DEALERS.DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM

FURNITURE.

ELECTRO-PLATED,

GLASS, and

CHINA WARES.

PASTEUR'S MICROBE-PROOF

FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES,  
KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.PHOTOGRAPHIC  
DEPARTMENT.  
DEVELOPING and PRINTING  
UNDERTAKEN for AMATEURS.  
GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

E. C. WILKS & CO.,  
MARINE SURVEYORS,  
CONSULTING ENGINEERS AND  
NAVAL ARCHITECTS.COLLISIONS and Damages Surveyed.  
Salvage Work undertaken.

Ship Design and Specifications prepared.  
Agents for the Construction and Sale of Steam  
and Motor Launches.

Contract for New Tonnage on reasonable terms  
with First-class Builders.

A large stock of Canadian Asbestos and  
Asbestos goods kept.

Agents for Messrs. Allen & Sons Electrical  
Plant and Centrifugal Pumps.

Telephone Address: Telephone—No. 358.  
"MARINERWORK."

Hongkong, 3rd May, 1904.

## NOTICE

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

## SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$18 per annum.  
The rates per quarter and per annum, proportional. The daily news is delivered free when the address is accessible to messenger. An envelope by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copy: Daily, ten cents; Weekly, twenty-five cents.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 4, 1904.

## LOCAL AND GENERAL.

THE annual meeting of seafarers in Union Church will be held in the church to-morrow, at 6 p.m., to receive reports for the past year, and to elect officers and committee of management for the ensuing year.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:

Wong Sau Tak Tong ... ... ... \$50

At the last sitting of the Central Criminal Court in Sydney, a jurymen applied to be excused on a novel ground. He told the judge that he was a bookmaker, and had a heavy book on the Newmarket Handicap, which was to be run on that day. The court allowed him to go.

A REUTER telegram says that the name of Port Arthur shall be changed to Port Nicholas, the present name being "too English." Within a few weeks it is possible that others may wish to be associated with any alteration in the name.

CAPT. Paasch, formerly one of Lloyd's surveyors, author of the famous marine encyclopaedia, *From Keel to Truck*, Knight of the Order of Leopold, Knight of the Red Eagle, Knight of Francis Joseph, a marine expert who was known in every centre of the world's shipping, is dead.

GENERAL Cronje and 200 Boers, accompanied by 120 British soldiers, who saw service in the Boer War, 50 women and children, and 20 Zulus, Kafirs and Zambes, have arrived in America from Cape Town. The Burghers in the party were with Cronje at Paasdeberg. General Viljoen awaits the party at St. Louis.

FURTHER "spoonerisms."—These are from amongst those "Commended":—"Cycling Father to Cycling Son."—My son, it is a fine day. I will go for a ride, so you might go out and boil my icicle for me." Sporting Parson giving out text on the Sunday following the Boat Race:—"And Peter coaxed, and the crew went out and wept bitterly."

A wire from Peking of the 28th ult. says:—Wang Chao, a highly educated and well-known Chinese reformer, has been seized and sentenced to imprisonment for life, on the ground that he is a supporter of Kang Yu-wei, which is not the case. His friends fear that he will be secretly condemned to a similar fate to that of Shen Kwei, who was barbarously beaten to death last year.

A BRUTAL dastard was sent to one month's hard labour and six hours in the stocks for robbery of some clothing. Out of the case there arose another which Mr. Gompertz dealt with this morning. It appears that, trying to rush away with his stolen goods, and seeing a woman in the way, the thief knocked her down the stairs, regardless of the fact that the woman was blind and decrepit. Her head was much cut. A fine of \$5 with the alternative of seven days was the sentence, while the woman was ordered to be sent back to Canton, and to be given \$2 out of the Poor Box, the creature immediately thrust out two quivering hands in her eagerness to feel the touch of so much money.

IT is anticipated in some quarters that the settlement of the outstanding differences between this country and France will lead to a revival of the Channel Tunnel Scheme. All sensible men regarded the dangers with which the construction of the tunnel was associated as greatly exaggerated and practically non-existent; but the dangers, such as they are, would not be affected by the removal of all existing causes of difference between this country and France. All the objections to the Channel Tunnel were based on military grounds. Some people held that it would facilitate an invasion of this country, and that the danger would remain, whatever be the state of the relations between France and England.

WE have heard so much about the success of the American engineer in competition with his British rival that some such analogy as this alone seems adequate to express the achievement of Sir W. W. Pearson's firm in securing a \$4,000,000 contract in New York, the very heart of the enemy's citadel. The contract is for the construction of four tunnels for the Pennsylvania Railway Company which are to pass under the East River and connect Long Island with New York. To the Yankee the news of the British firm's success has come like a blow between the eyes. "We cannot comment to-day on the contracts for the tunnels," say the *New York Herald*. "All we can do is to gasp with genuine surprise." That gasp will do the Western Continent a lot of good, for, though four million contracts are not going every day, the British contractor is by no means unknown in the States. Only he does not talk about it loud enough to be heard in two continents.

COLLISIONS and Damages Surveyed.  
Salvage Work undertaken.

Ship Design and Specifications prepared.

Agents for the Construction and Sale of Steam  
and Motor Launches.

Contract for New Tonnage on reasonable terms  
with First-class Builders.

A large stock of Canadian Asbestos and  
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Agents for Messrs. Allen & Sons Electrical  
Plant and Centrifugal Pumps.

Telephone Address: Telephone—No. 358.  
"MARINERWORK."

Hongkong, 3rd May, 1904.

COTTON CULTIVATION IN THE  
NEW TERRITORY.

The following letter was read at the last monthly meeting of the Committee of the Hongkong General Chamber of Commerce:

BOTANICAL AND AFFORESTATION  
DEPARTMENT.

Hongkong, March 25th, 1904.

Sir,—I am instructed to draw your attention to the subject of cotton cultivation in the New Territory. I have therefore collected the following short summary from all the information which I have before me upon the agricultural side of the question, and beg that you will favour me with any remarks which you may have to make upon its commercial aspect.

The most important question bearing upon the possibility of successful cotton cultivation in Kwantung is the question of climate. The seasons of the district are so peculiar that it would not be safe to assume that a plant would be successful until it has been tried.

The experiment in the case of cotton seems to be worth making, for in the cotton growing districts both in Central China and in Northern India the conditions approach those of Kwangtung. One of the best cotton growing districts in the United Provinces (North West Provinces) of India has a climate very similar to that of Hongkong.

The cotton crop would only be in the ground from the first rains in April and May until the Autumn, and would therefore be independent of the North East monsoon. There is some doubt whether the dry winds of late Autumn would check the ripening of the capsules, but it is probable that the more rapid growth of the crop during our hot summer would ensure their perfection in time. Even if this were found not to be the case, irrigation might be economical if the crop proved a valuable one.

The land now under cultivation in the New Territory is probably about ten thousand acres, and a large proportion of this would be suitable for cotton cultivation. There is also a vast area in other parts of Kwangtung equally suitable.

If the crop is found to succeed, the small farmer would probably take it up. They have already seen and made use of the advantage of growing some products of foreign origin for which a market exists in Hongkong, and they might take especially quickly to this industry, because it is widely spread in other parts of China and has, therefore, been moulded upon lines suitable to the conditions of small tenements. I have etc.

(Sd.) S. T. DUNN,

Superintendent,

Botanical &amp; Afforestation Dept.

The Chairman (Mr. E. A. Hewett) said if it was possible to grow cotton any way approaching the quality of that produced in Shanghai district a good market was at hand in the Colony. In the discussion which followed it was considered advisable to represent to the Government that the experiment should be tried and a small sum of money provided in the next Budget for the cost of suitable seed and plants to be distributed amongst the farmers in the New Territory, and also for prizes for the three best results in order to stimulate competition.

HOUSE DRAINAGE IN  
HONGKONG.

At the meeting of the Sanitary Board to-morrow afternoon, Mr. Rungjahn, pursuant to notice, will ask the following questions:

1. Will the President be good enough to have the Drainage Plan of the following blocks of buildings circulated and laid on the table, (a) Nos. 487 to 491, Queen's Road West, situated on a portion of Marine Lot No. 58, (recently erected); (b) Nos. 174 to 190, Des Vaux Road West 9 houses, situated on the Southern Portion of Praya Reclamation of Marine Lot No. 58, (recently erected); and (c) the blocks of buildings, situated on Marine Lot No. 22, (14 or 15 houses, now nearing completion)?

2. As, on reference to the plans above referred to, it will be noticed that in every block, each building is provided, in its own back yard, with only one trapped inlet, to an underground drain, for the purpose of receiving all the slops and other foul waters, that may be thrown on the back yard, as well as the rain water from one-half of the roof and from the roof of the kitchen of that building, will the President be good enough to state whether the plans, above referred to, are in compliance with the requirements of Section 38 of the Drainage Bye-laws contained in Ordinance 13 of 1901?

(Section 38 of the Drainage Bye-laws of Ordinance 13 of 1901 corresponds with Section 35 of the Drainage Bye-laws of the present Public Health and Buildings Ordinance, and reads as follows:—"Open surfaces, such as back yards, court yards or other spaces, on which slops are thrown, or from which foul waters flow, shall be provided with trapped connections to the house drains, for the removal of such waters as well as some of the rain water.....")

3. If the answer to the above question is in the affirmative, will the President be good enough to quote the authority, if he can, under which slops and other foul waters (permitted as aforesaid by virtue of the above quoted drainage bye-law to be thrown on back yards) are allowed to be conveyed from house to house, by means of an open surface channel, as adopted in many blocks of buildings, lately erected, instead of being emptied into a trapped inlet to an underground drain, as is stated in the blocks of buildings mentioned in question 1, and in the majority of the buildings in the Colony?

4. Will the President be good enough to have the Drainage Plan of Nos. 6, 8, 10, 12 and 14, Robinson Road, situated on a portion of Inland Lot No. 578 (recently erected) also circulated and laid on the table?

5. As is contended by the Sanitary Surveyor in his Report dated the 2nd February, 1904, that the surface channel in the blocks of buildings in Des Vaux Road Central and Caine Road is only intended for receiving the rain

water (from one-half of the roofs of those houses), and that the system is being misused by the tenants, by their throwing foul waters on the back yards, which thus flow, through the surface channel from house to house along the whole length of the blocks, whereas according to the drainage bye-law quoted above, such waters may be thrown on the back yards, and therefore a trapped inlet should be provided in every back yard to receive such waters, as is stated in the blocks of buildings mentioned in question 1, and in the majority of the buildings in the Colony, and as regards the contention of the Sanitary Surveyor that the surface channel is provided solely for the purpose of carrying off the rain water from one-half of the roofs, such statement having been pointed out by me as incorrect, as such rain water received into a trapped inlet, will the President—should he still be of the opinion that the surface channel in the blocks of buildings in Des Vaux Road and Caine Road is in conformity with Section 37 of the Drainage Bye-laws, (Section 37—"Rain water shall be diverted from house drains by means of surface channels, or otherwise to the fullest extent practicable")—be good enough to state under which section (if any) the Drainage Bye-laws has the Drainage Plan of the block of buildings in Des Vaux Road referred to in question 4 been passed, on the face of the fact, that not only all the foul waters from each house conveyed, from house to house throughout the whole block, through an open surface channel, but all the rain water from one-half of the roofs of the whole block of buildings are emptied into one solitary trapped inlet, provided at the end house of the block?

6. As it is now an incontrovertible fact that the systems of drainage adopted in the blocks of buildings in Des Vaux Road Central, Caine Road and Robinson Road, are dangerous to public health and contrary to the provisions of our Drainage Bye-laws—will the President be good enough to direct, under the provisions of Section 192 of Ordinance No. 1 of 1903, that steps be taken to remedy the defects in the drainage of these three blocks of buildings and any other building, whose drainage is defective?

Mr. Rungjahn, pursuant to notice, will move then:—That a Select Committee be appointed to consider whether the various systems of House Drainage adopted in this Colony are in accordance with the law and provided the above is the case whether it would be advisable to amend the Drainage Bye-laws at present in force.

## ASSAULT ON A SAILOR.

Remanded from yesterday, this case, particulars of which were reported in the *Telegraph* yesterday, was called on again at the Police Court this morning. J. B. Templeton, a foreman carpenter, at Quarry Bay, stated that on Saturday night, he was passing a shoemaker's shop when he saw complainant come running out. The first defendant followed him, and hit him over the head with a bamboo stool. The first defendant then ran back into the shop, and witness ran after him and took possession of the stool and took it to the Central Station. Complainant was not intoxicated. He had a big wound on his head, which was bleeding very much, the wound being more than two inches long, and he was covered with blood. Cross-examined by Mr. Hastings, solicitor, witness said that the blow with the chair was given in the road. He was near enough to see that he was not cut on the head before the blow was given with the stool. Witness could positively identify the first defendant. There were several Europeans about at the time, and two of them, who were witness' friends, took complainant to hospital. John Wells, a wharfinger, of Quarry Bay, sworn, stated that on Saturday night he was with last witness, and saw complainant run out of the shoemaker's shop, chased by the first defendant. Complainant ran straight into witness' arms. He saw the second defendant in the shop, but did not see him do anything. Witness saw the first defendant strike the complainant on the head with the bamboo stool, which he held in both hands. He saw some broken glass in the shop, and also some blood, and complainant's hand was bleeding. He could not say if there was a wound on the back of complainant's head, but there was no blood on his head or clothes until after the blow was struck with the stool. He was very angry at seeing the cowardly blow struck. Witness was positively sure that first defendant was the man who ran out of the shop.

Mr. Hastings, for the defence, said that the complainant came into the defendant's shop and asked to look at some shoes. He was not drunk, but had some drinks. On being told that the shoes were \$2.50 he said he would give 50 cents instead of \$2.50. Witness refused to accept that price, and then complainant tried to strike him but fell up against a glass case, tripping over a stool. He broke the case. The defendant had gone out, when this took place, but returned at 9 p.m. after the disturbance. Complainant and the two Europeans caught hold of his queue, and then the defendant came in and asked what was the matter, and went up to change his coat. Witness sent a fok to call defendant down, and then he was arrested. There was no striking with a stool.

Li Hing, master of a tea-shop in Connaught Road, said he knew defendant. The latter came to see him on Saturday night on business, and then they went for a walk. Passing the entrance to East Street they saw a lot of men outside complainant's shop and went to see what it was all about. He there saw a white man speaking to defendant and then a policeman came up and arrested defendant. He saw complainant in the shop.

Li Sio Cho, a broker, gave similar evidence to that of the last witness. Mr. Hastings here applied for an adjournment for the purpose of procuring medical evidence, and the case was accordingly put back until 2 p.m.

On resuming this afternoon, Dr. Bell, surgeon at the Government Civil Hospital, gave medical testimony, and Mr. Gompertz decided that an unwarinable assault had been committed, and sentenced the defendant to a fine of \$10 or one month. No order was made for compensation to the complainant, but it was held that the man in a position to do so should be responsible for the damage done.

## SHANGHAI SPRING MEETING.

Following are the brief results of yesterday's racing:

THE SUBSCRIPTION PLATE.—Value, Tls. 200. Second Pony,

## TELEGRAMS.

(Reuters.)

## THE WAR.

## JAPAN'S SUCCESS ON THE YALU.

## The War.

LONDON, 2nd May.  
Russian official despatches dated 1st instant, admit the overwhelming superiority of the Japanese artillery and that the heavy losses it inflicted compelled General Saschitsch to evacuate the position at Turetchen and take up a second position.

Reuter's agency at Tokio wired on Monday that the Russians were forced to abandon Antung yesterday and after burning the town retreated to Feng-huang-cheng. The Japanese now control the Estuary of the Yalu.

LATER.

Admiral Kamimura's fleet twice attempted to bombard Vladivostock between the 25th and 28th ultimo; but was prevented by a constant fog.

## THE WRECK NEAR SWATOW.

NOT A STEAMER.

When the C. N. S. *Huangyang* arrived at Shanghai from Hongkong, she reported that the wreck off Kupchi Point is not that of a steamer but of a large junk, the mast of which projects about 15 feet out of the water. The exact position is Long. 116° 2' 45" E., Lat. 22° 43' 45" N., Kupchi Point bearing N. 26° E., distant 6 miles, in a depth of 15 fathoms. Soundings over the hull of the wreck indicate 13 fathoms. The other masts may be still standing, but if so, are under water. A flag (Blue Peter) was nailed to the mast to make it as conspicuous as possible and could be seen in a calm for 48 miles. The wreck lies heading S.S.E. It would be right in the track of vessels passing four miles off Breaker Point and steering for Waglan, and is a serious danger to navigation.

## MUSIC AT THE THEATRE.

## "HANSA" BAND PERFORMANCE.

Yesterday evening the band of S.M.S. *Hansa* gave another orchestral performance in the Theatre Royal, at which Herr Bertram directed the fortunes of a concert devoted entirely to foreign composers. The dress circle was crowded, and the audience listened with rapt attention to a selection of pieces played with perfect sympathy and a great deal of musical feeling. Wagner's *Tannhäuser* and Liszt's Hungarian Rhapsody, No. 11, were rendered with singular success. It was certainly a great undertaking on the part of Herr Bertram to present such items with so small an orchestra as was at his disposal, but so easily appeared the mastery of the performers over their instruments and so responsive their emotions towards the music of his choice that it certainly struck us as being quite extraordinary that he should accomplish such great things as he certainly did in the Hungarian Rhapsody. It was commented on, however, that the impressiveness of the two items was almost entirely lost when, as an encore to the former, a *Cakewalk* was rattled off, while at the close of the performance an equally marked diversion was rendered prior to the playing of the British National Anthem. However, these were exceptions which Mr. Bertram will doubtless bear in mind should he again be called upon to play publicly in Hongkong and we have the pleasure of listening.

## THE PLAGUE.

The return showing the number of plague cases notified as having occurred during the twenty-four hours ended noon to-day is the heaviest received so far this year, the nine cases recorded bringing the total, since January 1st, to 65. From First Street there are three further cases, two of which were fatal, while another is furnished from Kowloon City. Fatal cases are also reported from Shaukiwan Street, a matress at Breezy Point, Bonham Road, and on vacant ground at Pokfulam Road, while cases are also notified as having occurred at Sutherland Street and Temple Street, Yaumai.

## CANTON NOTES.

## NATIVE LOTTERIES FORBIDDEN.

Canton, May 3rd.

The Viceroy has issued proclamations giving notice that on and after the first day of the 4th Moon, May 15th, all native lottery shops must be closed. Gambling, by these native lottery tickets is the most pernicious kind of gambling. A ticket cost from one cash up, and boys and girls, men and women, indulge in the evil. The tickets are brought to the door and sold along the streets. The monopoly for this kind of gambling was sold by the late Li Hung Chang, and has been bringing in a large sum to the government ever since. When Li Hung Chang asked for permission to grant a monopoly he presented the case as a harmless kind of gambling. At the time of the granting of the degree it is called Tai (great) Wai Sing. Li Hung Chang instead of calling the gambling by its right name Mai Pak Hop Pui, called it Siu (small) Wai Sing, or a small kind of the gambling carried on at examination times. On this understanding the monopoly was granted.

The present Viceroy knows well the nature of the Pak Hop Pui, and ever since his arrival has spoken against it and declared his intention of having it stopped. He has made good his promise and in a few days his term of gambling will be under the ban. The Viceroy deserves great credit for taking this stand.

He is in need of money and by this step deprives himself of a large sum to make good this loss. The merchants will be called upon to contribute.

## RUSSIANS' STUBBORN RETREAT.

Mt. M. Noma, Consul for Japan, has kindly communicated the following telegram—

"Tokio, 3rd May,

6.10 p.m.

"General Kuroki reports that on the afternoon of the 1st inst. the enemy offered a stubborn resistance to our pursuit, adding 300 to our casualties.

The enemy fought bravely to the last. Finally, two companies of their artillery, after losing the majority of their men and horses, surrendered by raising a white flag. The officers taken prisoners asserted that Divisionary General, Kashitarinsky, and the commanders of the 11th and 12th Infantry Regiments, and the Artillery Battalion of Sharpshooters were killed. Many other superior officers were also killed or wounded.

Many refugees subsequently returned and surrendered.

The total number of prisoners taken was: 30 officers, and 300 non-commissioned officers and men. Details of losses are under investigation."

THE BUILDING OF HARBIN.

Writing to a home journal a correspondent says—

"Harbin is becoming a familiar word. According to the early reports the Japanese were to have been there ere this—it is so easy to draw lines on a shilling map. Whether the Russians are likely to surrender Harbin easily may be gathered from an account of its building. Harbin is on the Sungari river, at the point where the Manchurian branch of the Siberian railway meets the Chinese eastern branch which runs down to Port Arthur. It is about 350 miles west of Vladivostock and about as far from Port Arthur as John of Groat is from Land's End. It may be said to be the geographical centre of Manchuria, and is surrounded on all sides for hundreds of miles with a favoured mineral and agricultural country, which produces wheat, oats, barley, beans, millet, hemp, tobacco, and some fruits. There is plenty of timber and much mineral wealth. Here, in this land of promise, the Russians have built them a city—and he that in the twentieth century buildeth a city is greater than he that ruleth his own soul." Harbin has sprung into being in much the same way as Magdeburg. Magnificent buildings are either finished or near completion, and the place is as distinctly a Russian city as though it were located in the heart of European Russia. The land for many miles in each direction has been secured to make it impossible for any foreign influences to secure a profit or foothold, and foreigners are not recognised as having any right whatever.

In 1900 Harbin began to assume importance as a railway centre and junction; in 1901 the population had grown to 12,000 Russians; 1902 to 20,000; by May, 1903, to 44,000; and in October last a census showed a population of 200,000 exclusive of soldiers. Only 700 of the 200,000 were not Russians. All this was going on quietly and uninterruptedly while we were talking of Russian "withdrawal." I may add that the Chinese population is 40,000, located in a special settlement.

## WHAT IT COST.

An idea of the magnificent scale upon which Harbin is being built may be gathered from the following list of some of the buildings under erection or completed—

## Building. Cost.

Government offices ..... 120,000  
Railway shops ..... 250,000  
Hospitals ..... 63,000  
Commercial school and girls' school ..... 50,000  
Technical school ..... 25,000  
Eight schools for teaching Russians and Chinese, and for teaching Chinese Russian ..... 10,000  
Club and store for employees ..... 37,000  
Hotel ..... 16,000  
Russo-Chinese Bank ..... 20,000

The Russo-Chinese Bank building, is quite a palatial structure, and Harbin railway station is far more imposing than many of our important termini. The School of Commerce, too, is a fine building. Altogether, the Russians have reason to be proud of the city which is springing up in what was almost a wilderness. Many elegant residences and substantial structures are in course of construction in the part adjacent to the administrative quarter. A hotel and theatre combined have been built at a cost of over £6,000.

The St. Petersburg correspondent of the *Echo de Paris* says that a French agent is negotiating for the sale of the Argentine warships to Russia, which is determined to have a superiority over the Japanese fleet by the end of July.

According to the St. Petersburg correspondent of the *Journal*, a large number of armoured automobiles, manufactured in Germany, France and Belgium, were to leave there for the front shortly.

The two new battleships ordered in England by Japan will be exceedingly powerful. Their length is 445 feet, which will exceed that of the most powerful British battleship by two feet.

In order to meet the capacity of docking accommodation, the beam and draught have been fixed at 78 feet and 26 feet respectively.

Each will have a displacement of 16,400 tons.

## WAR NEWS FROM SHANGHAI.

The following cable intelligence has been received from the *N.C. D. News*—

Tokio, 3rd May.—It is reported that

Admiral Alexeï has ordered the man-of-war

at Port Arthur not to change their present

positions until Admiral Skrydloff's arrival.

Special instructions have been given to fully

cover the man-of-war in the harbour, and two

torpedo boats in rotation are keeping a lookout at the harbour entrance.

The skirmish on the Yalu on the 26th April was unprecedented, being an engagement between a cavalry force and a torpedo-boat.

It is officially announced that the *Kinshu Maru* was broken in two by the explosion of the Russian torpedoes off Shingpo, near Gensan, on the morning of the 24th instant, whereupon the troops on board fired volleys. A few men committed hara-kiri. No troops were captured alive. The killed included five officers and about 80 men.

General Kuroki reports that on the afternoon of the 1st inst. the enemy offered a stubborn resistance to our pursuit, adding 300 to our casualties.

The enemy fought bravely to the last.

Finally, two companies of their artillery, after losing the majority of their men and horses, surrendered by raising a white flag. The officers taken prisoners asserted that Divisionary General, Kashitarinsky, and the commanders of the 11th and 12th Infantry Regiments, and the Artillery Battalion of Sharpshooters were killed. Many other superior officers were also killed or wounded.

Many refugees subsequently returned and surrendered.

The total number of prisoners taken was: 30 officers, and 300 non-commissioned officers and men. Details of losses are under investigation."

THE ANGLO-FRENCH TREATY.

As already recorded in our column the Anglo-French Colonial Treaty was signed in the Foreign Office in London on the 8th April.

It comprises three separate instruments. The first deals with Egypt and Morocco, the second with Newfoundland and West Africa, and the third with Siam, the New Hebrides and Madagascar.

By the terms of the Treaty the present political situation in Morocco and Egypt remains unchanged, and a full agreement is reached regarding Egyptian finances. The Treaty recognises the right of France to guard the tranquillity of Morocco, while France will not impede the action of Great Britain in Egypt, and Great Britain adheres to the Convention of 1888 for the

NEUTRALITY OF THE SUEZ CANAL.

Freedom of trade in Egypt and Morocco is guaranteed for 30 years, and if the Convention shall not be denounced before the expiration of that time, it is to remain in force for four years more. In order to assure the freedom of the Straits of Gibraltar, it is agreed that no fortification can be erected on the Moroccan coast between Melilla and the mouth of the Sebú River.

The two governments promise mutual assistance for the execution of these arrangements.

In Newfoundland France foregoes exclusive fishing rights on the French Shore, though retaining her right to fish. The Bill of 1895 is modified so as to give Newfoundlanders the right to sell to the French fishermen. Indemnities will be given to the owners and employees of the French establishments

ON THE FRENCH SHORE

in exchange for the abandoned fishing rights.

France obtains three concessions regarding territory in West Africa. Under the terms of the first, there is to be a territorial readjustment on the Zambesi, giving France access to the portion of the river navigable by ocean-going ships; under the second, France secures the six Los Islands, and under the third there is to be a readjustment of the frontier line between the River Niger and Lake Chad, giving France a route through the fertile country.

In the case of Siam, the two countries confirm the Declaration of 1896, determining its precise meaning, with regard to pre-existing differences.

With regard to the New Hebrides, the governments agree to appoint a commission, which will decide the land disputes between the inhabitants.

Coercing Madagascar, Great Britain withdraws the protests made at various periods against the French economic regime there.

## CHORUS OF APPROVAL.

The Government has long been a stranger to such a chorus of universal approval and congratulation as that exhibited editorially in all the London newspapers on 9th ult., because of the happy conclusion of the Anglo-French negotiations for a Colonial Treaty.

This approval is none the less whole-hearted because it is recognised that France has obtained substantial concessions, while surrendering little of real value. The King is again hailed as a successful diplomatist, and the greater portion of the thanks is accorded to him for having initiated the rapprochement and to President Loubet for having received the overtures in a corresponding spirit. Lord Lansdowne and M. Delcasse are equally complimented for their services to

THE CAUSE OF PEACE

between the two countries.

The *Daily Telegraph* says: "It is most satisfactory to welcome a diplomatic incident which will be recorded for centuries. It is no exaggeration to assert that every barrier in the way of lasting peace between France and Great Britain has been removed, and if either party had made infinitely greater sacrifices they would have been cheap indeed, in view of the incalculable value of the accord obtained."

The foregoing quotation represents the general spirit of the editorial comments.

AN EXCEPTION,

however, is found in the *Morning Post*, which expresses amazement at the moderation of the British Government, and deplores the lack of diplomatic skill which Mr. Balfour and Lord Lansdowne have displayed, adding: "Never in our recollection has Great Britain given away so much for nothing."

The *Morning Post* thinks that much better terms might have been obtained in exchange for what is a virtual recognition of the French right to a protectorate over Morocco, and complains that the Newfoundland settlement also unduly favours France.

Much satisfaction is expressed over the settlement which liberates accumulated sums of nearly six millions in the case of the Egyptian Debt, which can now be expended upon railroads, and other public works needed for the development of Egypt.

NOT MUCH SACRIFICE CERTAINLY.

Although the Anglo-French entente does not appear to provoke enthusiasm, the general

topos of the press, in Paris, even of the newspapers hostile to the Government, is distinctly favourable, the editorials for the most part expressing belief that possible causes of conflict between France and Great Britain have now been removed without the making of undue sacrifices on the part of France.

ACTION AGAINST MESSRS. APCAR & CO.

AT SHANGHAI.

The Chief Justice, Sir Hiram S. Wilkinson, sitting in the Shanghai Supreme Court on 29th ult., heard an action brought by Mr. D. E. Abraham, merchant of that port, against Messrs. Apcar & Co., steamship owners, to recover the value of some opium alleged to have gone astray while in custody of the carriers. According to the petition plaintiff was the holder of a bill of lading dated the 6th October, 1902, of 55 chests of opium shipped at Calcutta on board the defendants' ship *Lightning* for carriage from Calcutta to Shanghai. Of the 55 chests of opium half a chest or 20 balls were short delivered by the defendants and in further breach of their contract under the bill of lading the defendants did not deliver the 55 cases to the plaintiff in apparent good order and condition. The plaintiff asked that defendants be ordered to deliver to him the balance of his cargo or the value thereof, namely, Tls. 365, with interest at the rate of 7 per cent from the 9th December, 1902. In the alternative that they be ordered to pay to the plaintiff Tls. 500 by way of damages in respect of the breach of contracts also that the defendants be ordered to pay costs of suit.

The answer of Messrs. Apcar & Co. said that if half a chest of opium or 20 balls had

been short delivered by the defendants (which the defendants denied) the defendants main-

tained they were absolved from any liability in

respect thereof by the exceptions and con-

ditions written at the foot of the bill of lading

under which the cargo was shipped, and in

particular to exception and condition "1.

Weight, measure, contents, and value un-

known." The defendants denied that they did

not deliver the 55 cases of opium in apparent

good order and condition and further stated

they had properly carried out the provisions of

the bill of lading as far as they were legally

bound to do.

Mr. McNeill, for plaintiff, submitted that the

contract as between defendants and plaintiff

## Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM NAV. CO., LTD.

## JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th May.
GLASGOW and LIVERPOOL	"TEENKAI"	On 13th May.
GLASGOW and LIVERPOOL	"CALCHAS"	On 15th May.
GLASGOW and LIVERPOOL	"DARDANUS"	On 21st May.
GLASGOW and LIVERPOOL	"YANGTSZE"	On 28th May.
GLASGOW and LIVERPOOL	"DIOMED"	On 3rd June.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	"ANTENOR"	On 10th May.
GENOA, MARSEILLES & L'POOL	"ACHILLES"	On 17th May.
LONDON & ANTWERP	"ALCINOUS"	On 24th May.
LONDON & ANTWERP	"DEUCALION"	On 7th June.
LONDON & ANTWERP	"TEENKAI"	On 20th June.
LONDON & ANTWERP	"AGAMEMNON"	On 21st June.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, <i>vid</i>	"CALCHAS"	On 17th May.
NAGASAKI, KOBE AND YOKOHAMA.		
S.S. "AGAMEMNON" left Victoria, B.C., on 22nd April, for Japan and Hongkong.		
S.S. "NINGCHOW" will leave Victoria, B.C., for Japan and Hongkong on 15th May.		

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 2nd May, 1904.

## CHINA NAVIGATION CO. LIMITED.

FOR

STEAMERS	TO SAIL
SHANGHAI	"HUMAN"
SHANGHAI	"KUOKIANG"
SHANGHAI	"WUHU"
SWATOW and TIENSIN	"CHIHLI"
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"
YOKOHAMA and KOBE	"CHANGSHA"
MANILA	"SUNGKIAH"

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table.

A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUC'D SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 4th May, 1904.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 7th May, at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 14th May, at 10 A.M.
PERLA	1980	A. H. Notley	"	

For Freight or Passage, apply to

SHEWAN, TAMES & CO.  
GENERAL MANAGERS.

Hongkong, 30th April, 1904.

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## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR

PORTLAND, OREGON,  
OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"ARAGONIA"	5,198	Schuldt	June 14th, 1904.
"NUMANTIA"	4,370	"	July 14th, "
"NICOMEDIA"	4,370	Wagner	August 14th, "
"ARABIA"	4,483	Bahle	September 14th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

## HONGKONG-MACAO LINE.

## HONGKONG-CANTON LINE.

S.S. "WING CHAI,"  
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M., on Excursion Sundays, about 2 P.M. and Sundays about 7.30 P.M.

FARE.—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5. 2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class, Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF.—At the Western end of Wing Lok Street.

The Steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LTD.

No. 216, Wing Lok Street.

WENDT & CO.,  
Canton Agents.MING ON & CO.,  
2nd Floor, No. 16, Victoria Street.  
Hongkong, 5th January, 1904.

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## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

## AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,  
From 1st January, 1904.ALSO REDUCED FARES TO  
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 1st February, 1904.

## HONGKONG METEOROLOGICAL

## SIGNALS

## A NEW CODE.

We have received from the Hongkong Observatory a new code of meteorological signals which comes into force at Hongkong on New Year's Day. They are the same as those at present in use at Shanghai, and will be hoisted on the mast beside the time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected. The signals are as follows:—

A cone point upwards indicates a typhoon to the North of the Colony.

A cone point upwards and drum below indicates a typhoon to the North-East of the Colony.

A drum indicates a typhoon to the East of the Colony.

A cone point downwards and drum below indicates a typhoon to the South-East of the Colony.

A cone point downwards indicates a typhoon to the South of the Colony.

A cone point downwards and ball below indicates a typhoon to the South-West of the Colony.

A ball indicates a typhoon to the West of the Colony.

A cone point upwards and ball below indicates a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

## NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H.M.'s Receiving Ship.

## LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

## NOTICE BOARDS.

Notice boards are placed at:—  
Joint Cable Companies' Office,  
Ferry Company's Pier, Ice House Street,  
Blake Pier,  
Post Office,  
Harbour Office.

Terry Company's Pier, Kowloon.

WETHER-FORECASTS and STORM-WARNINGS are exhibited on the above boards daily about 11 a.m., and also at other hours, day or night, whenever necessary. Information of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL REGISTER is exhibited at the same places daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with Remarks, Weather forecasts, and Information regarding the existence and movements of typhoons based thereon.

## SPECIAL INQUIRIES

Masters of vessels or their agents may, whenever necessary, call at the Telegraph Company's Office in Connaught Road and send telegrams to the Observatory asking for special information without charge. Such inquiries may also be sent from the Police Station at Kowloon Point which is connected with the Observatory by telephone.

## THE LAW OF STORMS.

Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Seas."

## F. G. Figg,

Acting Director

Hongkong, 25th April, 1904.

## HONGKONG AVERAGE MARKET

## PRICES.

Corrected 26th April, 1904, £s. d.

per \$ Mer.

## CENTS.

Beef sirloin &amp; primecut—Mei Lung Pa

" Corned—Ham Ngau Yuk

" Roast—Shiu

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" " Serjoin—Ngau Lau

" " Sausages—Ngau Yuk Chaung

Bullock's Brains—Kow

" Tongue fresh—Ngau Li

## ARRIVED.

Okra, Br. s.s., 3,435, T. Johnstone, R.N.R., 2nd May.—Rangoon via Singapore 24th April, Rice, J., M. & Co.  
Pera, Br. s.s., 4,916, A. L. Valentini, 3rd May, —London 20th April, and Singapore 28th April, Gen.—P. & O. S. N. Co.  
Anghin, Ger. s.s., 1,910, G. Schulzen, 3rd May, —Bangkok via Koh-si-chang 26th April, Rice and Gen.—B. & S.  
Empress of Japan, Br. s.s., 3,039, Henna Pibus, R.N.R., 4th May, —Vancouver via Ports 15th April, and Shanghai 2nd May, Flour and Beer.—C. P. R. Co.  
Kweiyang, Br. s.s., 1,062, Meathrel, 4th May, —Hongay 29th April, Coal.—J. M. & Co.  
Maharajah, Br. s.s., 1,046, E. J. Page, 4th May, —Calcutta via Singapore 29th April, Rice and Fluit.—Lia Chien.  
Haiching, Br. s.s., 1,267, A. E. Hodgins, 4th May, —Foochow via Amoy and Swatow 1st May, Gen.—D. L. & Co.  
Tamsui, Br. s.s., 919, Eddy, 4th May, —Canton 3rd May, Gen.—B. & S.  
Tyr, Nor. s.s., 1,418, D. L. Danielsen, 4th May, —Canton 3rd May, Coal, S.S., T. & Co.  
Kwanglee, Ch. s.s., 1,174, Lincoln, 4th May, —Canton 3rd May, Gen.—C. M. & N. Co.  
Frithjof, Nor. s.s., 891, Haraldsen, 4th May, —Tamsui and Swatow 2nd May, Gen.—D. S. K.  
Clearances at the Harbour Office.  
Maharajah, for Saigon.  
Kwanglee, for Shanghai.  
Wasing, for Swatow.  
Kwongting, for Canton.  
Wangchak, for Macao.  
Tuk Hung, for Kowloon.

May 3.

Tiger, Ger. gunboat, for Pakhoi.  
May 4.  
Hansa, Ger. cruiser, for Swatow.  
Fernest Simons, for Shanghai.  
Kanagawa Maru, for Japan.  
Antonito, for Yokohama.  
Hutun, for Swatow.  
Phu Yen, for Yokohama.  
Cari Diderichsen, for Hoiching.  
Tritor, for Swatow.  
Okra, for Yokohama.  
Wusong, for Shanghai.  
Guo, for Saigon.  
Wusong, for Swatow.  
Kaifong, for Manila.  
General Bagedon, for Shanghai.  
Jian, for Shanghai.

Passengers arrived.  
Per Anhing, from Bangkok, &c.—Mr. Chel-  
home.  
Per Per, from Port Said for Shanghai—Mr.  
S. Bothas, from Singapore for Hongkong—  
Mr. T. C. Stanford.  
Per Haiching, from Co. Port—Rev. W.  
F. Knox, Mr. Lloyd, Capt. Wrecking, Messrs.  
F. C. Butcher, Tuan Cho, Son, Choo Tek Hee,  
and 297 Chinese.

Passengers departed.

Per Loongwing, for Manila—Mr. and Mrs.  
F. D. McCull, Mr. Bernardo David, Mr. and  
Mrs. H. Araki, Messrs. Kanz, Araki, Lay Lai,  
Cey Tey, Ley Chiu, Lam Wah, Cheong, Le,  
Cap, Lai Y Chio, Long Kam Cheng, Lee Kong,  
Lia Sea Po, Ma Chu, Wong Sam and Wong  
Gam.

Per Annan, for Saigon—Messrs. R. Imbert,  
Doutine, Kourard, Le van Le Secretaire,  
Amramite, wife and 3 sons, and 33 Chinese.  
For Singapore—Rev. Gabriel Archange, Messrs.  
M. V. M. Dupond, Marquardt, Kwik Thong  
Biaro, Kwik Djien Eeng, 24 Japanese and 2  
Chinese. For Bombay—Mr. H. C. McEligegan.  
For Marseilles—Mr. P. Lucken, Mr. M. C.  
Brooks, Messrs. Charles Taylor and Bro.  
Ferreira.

Shipping Report.

Str. Kweiyang from Chinkiang:—Moderate  
variable winds, and dense fog.

Str. Okra from Rangoon:—Fine weather  
throughout. N.Ely wind within 700 miles to  
Hongkong.

Str. Haiching from Foochow:—Light SW.  
breezes with intervals of fog there to Amoy,  
strong N.Ely breezes with e'ar weather there  
to Swatow, thence to port light variable airs,  
and hazy smooth.

Str. Nansang from Singapore:—Light winds,  
cloudy, with smooth sea to Lat. N., then over-  
cast, with heavy rain squalls, and confused sea  
to Lat. 14 N., thence to port light winds, fine  
and clear, smooth sea.

Steamers Expected.

Vessel	From	Agents	Due
Coptic	Manila	P. M. Co.	May 5
Simla	Singapore	P. & O. Co.	May 6
Indrapura	Japan	P. & A. Co.	May 6
Tsian	Kuchinotu	B. & S.	May 7
Oldenbury	Singapore	M. & Co.	May 9
Theodori Wille	Singapore	H. A. L.	May 9
Suisang	Singapore	J. M. & Co.	May 10
Kansu	Tientsin	B. & S.	May 10
Changsha	P. Darwin	B. & S.	May 11
Sachsen	Singapore	M. & Co.	May 12
Lothian	Japan	C.C.C. Co. Ltd.	May 12
Korea	Japan	P. M. Co.	May 13
Eastern	P. Darwin	B. & S.	May 15
Emp. of China	Vancouver	C. P. R. Co.	May 23

## Vessels in Port.

## STEAMER.

Amara, Br. s.s., 1,365, C. J. Mattock, 19th April.—Saigon 15th April, Rice, Flour and Cotton Seed.—J. M. & Co.  
Ardandary, Br. s.s., 2,010, W. Kinley, 30th April.—Moj 24th April, Coal—B. & Co.  
Borneo, Ger. s.s., 2,163, F. Musle, 25th April.—Sandakan 21st April, Gen. and Timber.—M. & Co.  
Cardium, Br. s.s., 3,594, Daniel, 3rd May, —Pulo Brum 19th April, and Singapore 27th April, Bulk Petroleum.—A. K. & Co.  
Chawson, Br. s.s., 1,281, J. D. Jenkins, 12th April.—Saigon 8th April, Gen.—B. & Co.  
Fausang, Br. s.s., 1,410, T. Mitchell, 1st May, —Hongay 29th April, Coal.—J. M. & Co.  
Hinsang, Br. s.s., 1,576, W. E. Sawyer, 1st May, —Java (Surabaya) 22nd April, Sugar.—J. M. & Co.  
Maharajah, Br. s.s., 1,046, E. J. Page, 4th May, —Calcutta via Singapore 29th April, Rice and Fluit.—Lia Chien.  
Haiching, Br. s.s., 1,267, A. E. Hodgins, 4th May, —Foochow via Amoy and Swatow 1st May, Gen.—D. L. & Co.  
Tamsui, Br. s.s., 919, Eddy, 4th May, —Canton 3rd May, Gen.—B. & S.  
Tyr, Nor. s.s., 1,418, D. L. Danielsen, 4th May, —Canton 3rd May, Coal, S.S., T. & Co.  
Kwanglee, Ch. s.s., 1,174, Lincoln, 4th May, —Canton 3rd May, Gen.—C. M. & N. Co.  
Frithjof, Nor. s.s., 891, Haraldsen, 4th May, —Tamsui and Swatow 2nd May, Gen.—D. S. K.

S. K.

Clearances at the Harbour Office.

Maharajah, for Saigon.

Kwanglee, for Shanghai.

Wasing, for Swatow.

Kwongting, for Canton.

Wangchak, for Macao.

Tuk Hung, for Kowloon.

May 3.

Tiger, Ger. gunboat, for Pakhoi.  
May 4.  
Hansa, Ger. cruiser, for Swatow.  
Fernest Simons, for Shanghai.  
Kanagawa Maru, for Japan.  
Antonito, for Yokohama.  
Hutun, for Swatow.  
Phu Yen, for Yokohama.  
Cari Diderichsen, for Hoiching.  
Tritor, for Swatow.  
Okra, for Yokohama.  
Wusong, for Shanghai.  
Guo, for Saigon.  
Wusong, for Swatow.  
Kaifong, for Manila.  
General Bagedon, for Shanghai.  
Jian, for Shanghai.

Passengers arrived.

Per Anhing, from Bangkok, &c.—Mr. Chel-  
home.  
Per Per, from Port Said for Shanghai—Mr.  
S. Bothas, from Singapore for Hongkong—  
Mr. T. C. Stanford.  
Per Haiching, from Co. Port—Rev. W.  
F. Knox, Mr. Lloyd, Capt. Wrecking, Messrs.  
F. C. Butcher, Tuan Cho, Son, Choo Tek Hee,  
and 297 Chinese.

## SAILING VESSELS.

Algoa Bay, Br. s.s., 1,111, Title, 4th Mar., —Hongay 15th Feb., Coal—B. & S.  
Maria Le, Ital. b.s., 1,118, D. Ursu, 9th April, —Freemantle 7th Feb., Sandalwood.—Order.

Hongkong &amp; Whampoa Dock Returns.

H.I.G.M.S. Moewe, at Kowloon Dock.

H.M.S. Take, " " "

U.S.S. Monterey, " " "

Honam, " " "

Apenrade, " " "

Adamastor, " " "

Haihao, " " "

Ships Passed The Canal.

Northward—9th April—Plantmar, Titania,

Verona, Ulysses, Segovia 13th April—Schuy-  
kill, Sunda, 16th April—Calthas, Indramaya

Tenk-it, Ro-neo, Courtfield, Silvertip, 20th

April—Vindobona, Elaine, Heimdal, Sithonia,

23rd April—Australien, Nurnberg, Unison,

26th April—Konigberg, Border Knight, Bam-  
berg, 27th April—Ceylon, Flintshire, 29th

April—Java, Candia, Armand Béhic, Rhipeus,

Homeward—9th April—Roon, 13th April

—So otr 23rd April—Ajax, Preussen.

Arrivals at Home—9th April—Palermo,

13th April—C. Ferd, Laiet, Keemun, 16th

April—Radnorshire, 20th April—Oana, Ma-

june 23rd April—Gisela, Sydney, 26th April

—Macduff, 29th April—Sagami, Glauces.

THE WEATHER.

The following report is from Mr. J. J. Plum-

mer, Chief Assistant of the Hongkong Obser-

vatory:—

On the 4th at 11.25 a.m. The barometer

has risen in NE. Japan, and very slightly in

the southern Philippines, and fallen at all other

stations.

The greatest pressure is probably over the

Pacific, east of Formosa, and the least in the

western part of the China Sea.

Gradients are very slight on the China Coast

and light SW. winds may be expected in the

Formosa Channel, and moderate SE. winds in

the China Sea.

Forecast:—Moderate SE. to S. winds; clou-

dy, fine.

May 3 at 10 a.m. May 3 at 4 p.m.

Barometer ..... 29.99 29.89

Temperature ..... 75 76

Humidity ..... 77 73

Rainfall:—

## CHINA COAST METEOROLOGICAL REGISTER.

May 4th, 1904, a.m.

Bar. Th. Hu Wiod Wr.

Vladivostock, 7 a.m. — S 4

Nemuro, 6 a.m. — SW 2

Hakodate, " 10.13 — N 2

Tokio, " 10.10 — N 2

Kochi, " 29.99 — W 0

Nagasaki, " 29.99 — N 2

Kagoshima, " 29.96 — N 0

Oshima, " 29.93 — N 2

Naha, " 29.93 — N 0

Ishigakijima, " 29.93 — SE 2

Taishoku, " 29.86 — N 0

Tsuchu, " 29.86 — N 2

Tainan, " 29.86 — N 2

Kushun, " 29.87 — NE 2

Pescadores, " 29.87 — N 2

Weihsien, " 29.88 — tr

Guttsu, " 29.83 — 78 S 2

Sharp Peak, " 29.87 — 73 76

Amoy, " 29.94 — 69 80 W 1

Swatow, " 9 a.m. — N 2

C. St. James, 10 a.m. — N 2

## HONGKONG.

Anderson, Mr. Mackie, C. Gordon

Andrews, H. W. Marion, Dr. O.

Arral, Madam Marston, Mrs. E.

Bassett, Madam McVean, T. P.

Bell, E. J. McCullum, W. J.

Bell, Mrs. Meikle, Mr. &amp; Mrs. E.

Bell, Miss L. Miller, P. L.

Birbeck, R. J. Miles, E. T.

Bissell, W. S. Moore, J. H.

Boggan, Mr. &amp; Mrs. R. Morrison, P. H., Dr.

Bonner, E. A. and Mrs. Bonner, E. A.

Bonton, R



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERICAN  
AND SOUTH AFRICAN PORTS.)

THE Steamship

"MALTA,"

Captain C. L. Daniel, carrying His Majesty's  
Mails, will be despatched from this to  
BOMBAY, on SATURDAY, the 7th May,  
at Noon, taking Passengers and Cargo for the  
above Ports.

Silk and Valuables, all Cargo for France  
and Tea for London (under arrangement) will  
be transhipped at Colombo into a steamer  
proceeding direct to Marseilles and London;  
other Cargo for London, &c., will be conveyed  
via Bombay.

Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

Shippers are particularly requested to note  
the terms and conditions of the Company's  
Bills of Lading.

For further Particulars, apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, 25th April, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C., AND TACOMA,  
VIA  
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Shawmut	9,606	W. M. Smith	May 21
Tremont	9,606	F. W. Garlick	June 26
Lyla	4,417	G. V. Williams	Aug. 4
Shawmut	9,606	W. M. Smith	Sept. 1
Tremont	9,606	F. W. Garlick	Oct. 1

¶ Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable  
steamers for Manila.

Shawmut

19,606 W. M. Smith, Ab. May 7

Tremont

19,606 F. W. Garlick, Ab. June 8

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shawmut and Tremont  
have just been fitted with very superior accom-  
modation for first and second class passengers.

The large size of these vessels ensures steadi-  
ness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo  
carried in cold storage.

For further information, apply to  
DODWELL & CO., LIMITED,  
General Agents.

Queen's Buildings.

Hongkong, 29th April, 1904.

## Consignees.

### NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship  
"PERA,"  
FROM ANTWERP, LONDON, PORT  
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed *at their risk* in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out Mark by Mark,  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex S.S. *Calatoria* and  
*Byzant*.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
Noon, TO-MORROW.

Goods not cleared by the 10th instant, at  
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Damaged Packages must be left in the  
Godowns for examination by the Consignee's  
and the Company's representative at an ap-  
pointed hour.

All claims must be presented within ten days  
of the steamer's arrival here after which date  
they cannot be recognised.

No claims will be admitted after the Goods  
have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 3rd May, 1904.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Company's Steamship

"NAMSANG,"

having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining  
on board after 4 P.M. the 5th instant, will be  
handed to Consignees' risk and expense into  
Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 3rd May, 1904.

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

CARGO EX STEAMSHIP "HYADES,"  
FROM SEATTLE, TACOMA, VICTORIA,  
YOKOHAMA, AND KOBE,

having arrived her "Ping Suey" Consignees  
of Cargo are hereby requested to send in their  
Bills of Lading for countersignature and to  
take immediate delivery of their Goods from  
onboard.

Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.

No Fire Insurance will be effected by us in  
any case whatever.

DODWELL & CO., LIMITED,  
Agents.

Hongkong, 29th April, 1904.

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESS.

FROM HAMBURG, BREMEN, PENANG  
AND SINGAPORE.

THE H. A. L. Steamship

"ARAGONIA,"

Captain Schulte, having arrived from the  
above ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
countersignature by the Undersigned and to  
take immediate delivery of their goods from  
onboard.

Optional Cargo will be forwarded unless  
notice to the contrary be given before TO-  
DAY.

Any Cargo impeding her discharge will be  
handed into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Co., Limited, and stored  
at Consignees' risk and expense.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 5th of May will be  
subject to rent.

All broken, chafed and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 5th of May, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 28th April, 1904.

[566]

## Mails.

## Consignees.

### NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship  
"PERA,"  
FROM ANTWERP, LONDON, PORT  
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed *at their risk* in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
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and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex S.S. *Calatoria* and  
*Byzant*.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
Noon, TO-MORROW.

Goods not cleared by the 10th instant, at  
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Damaged Packages must be left in the  
Godowns for examination by the Consignee's  
and the Company's representative at an ap-  
pointed hour.

All claims must be presented within ten days  
of the steamer's arrival here after which date  
they cannot be recognised.

No claims will be admitted after the Goods  
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E. A. HEWETT,  
Superintendent.

Hongkong, 3rd May, 1904.

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COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Company's Steamship

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of Cargo by her are hereby informed that their  
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining  
on board after 4 P.M. the 5th instant, will be  
handed to Consignees' risk and expense into  
Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 3rd May, 1904.

BOSTON TOWBOAT COMPANY.

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Bills of Lading for countersignature and to  
take immediate delivery of their Goods from  
onboard.

Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.

No Fire Insurance will be effected by us in  
any case whatever.

DODWELL & CO., LIMITED,  
Agents.

Hongkong, 29th April, 1904.

CHEAP FARES, EXCELLENT ACCOMMODATION,  
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HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 28th April, 1904.

[566]

## For Sale

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.75 ex Factory.

In Bags of 250 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 15th August, 1903.

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## GENUINE CARDIFF AND JAPAN COAL.

Apply to RITCHIE & CO.,  
39, Des Voeux Road.

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